

Today's Advertisements.

SAILORS' AND SOLDIERS' HOME.
ARSENAL STREET.
A CONCERT in aid of the Funds of the above Home will be given TO-NIGHT, (TUESDAY), the 9th April, 1901, at 9 o'clock.
The following Ladies and Gentlemen have kindly consented to give their Services:—
Mrs. HAZEN, Mrs. HAMILTON, Mrs. KELLY, Hon. F. H. MAY, Mr. GRACA, Mr. DANENBERG, Mr. KISSICK.
The Hon. J. J. KESWICK will preside.
ADMISSION.....\$2, \$1 & 30 cents.
Obtainable from Mrs. KELLY or Rev. C. BONE.
Hongkong, 9th April, 1901.

GOVERNMENT BILLS.

TENDERS FOR SPECIE, MEXICAN DOLLARS. Current in this Colony, and weighing 7.17, in Exchange for Sterling Bills drawn at 10 days' sight on the Lords Commissioners of Her Majesty's Treasury, London, will be received by the Chief Paymaster, Army Pay Department, until 11 A.M., on THURSDAY, the 11th instant.
The Tenders to state the total amount required (in Pounds Sterling), and the amount for which each Bill should be drawn, but no Bills will be issued for sums less than £100.
The Tenders to be in Duplicate and in sealed covers, addressed to the Chief Paymaster, Army Pay Department, and endorsed "Tenders for Government Bills."
The right to accept or reject any or all of the Tenders is reserved.

S. D. CROOKENDEN,
Colonel,
Chief Paymaster, China.
Her Majesty's Treasury Office,
Queen's Road,
Hongkong, 4th April, 1901. [405c]

THE GREAT EASTERN AND CALDONIAN GOLD MINING CO., LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the above Company will be held at the Offices of the General Agents, No. 14, Des Voeux Road, Hongkong, on THURSDAY, the 18th day of April, at NOON, when the SUB-JOINED RESOLUTION, which was passed at the Extraordinary General Meeting of the Company held the 3rd day of April, 1901, will be submitted for confirmation as a SPECIAL RESOLUTION:—

"That the Company be wound up voluntarily and that Max Bennecke, the Business Manager of the Company in New South Wales, be and he is hereby appointed Liquidator for the purposes of such winding up."
By Order of the Board of Directors,
LUTGENS, EINSTAMANN & CO.,
General Agents.
Hongkong, 8th April, 1901. [402c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.
The Company's Steamship

"YUENSANG,"
Captain Rolfe, will be despatched as above TO-MORROW, the 10th instant, at Noon.
This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 9th April, 1901. [391c]

NAVIGAZIONE GENERALE ITALIANA, (Florio and Rubialino United Companies).

STEAM FOR SINGAPORE, PENANG AND BOMBAY.
Having connexion with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

ALSO
VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALAO.
Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.
The Steamship

"BORMIDA,"
Captain Costa, will be despatched as above on FRIDAY, the 12th instant, at Noon.
At BOMBAY, the Steamer is discharging in VICTORIA DOCK.
For further Particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 9th April, 1901. [406c]

THE OSAKA SHOSEN KAISHA.

FOR TAKAO.
The Company's Steamship

"TAITO MARU,"
Captain S. Hirai, will be despatched as above on or about MONDAY, the 15th instant.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 9th April, 1901. [407c]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.
FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

The Company's Steamship

"INABA MARU,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out, marked by mark and delivery can be obtained as soon as the goods are landed.
Optional goods will be carried on unless instructions are given to the contrary before 4 P.M. TO-DAY.
Goods not cleared by the 16th instant, will be subject to rent.
No Fire Insurance will be effected.
All ship-damaged packages must be left in the Godowns and Notices of same sent to this Office before the 19th instant, or claims in connection therewith will not be recognized.
NIPPON YUSEN KAISHA.

Today's Advertisement.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship

"HAITAN,"
Captain Roach, will be despatched for the above Ports, TO-MORROW, the 10th instant, at Daylight.
For Freight or Passage, apply to
DOUGLAS LARPAIK & Co.,
General Managers.
Hongkong, 9th April, 1901. [398c]

Intimations.

EYE-SIGHT.

Mr. N. LAZARUS,
Oculist-Optician, of London and Calcutta, may be consulted for SPECTACLES at 16, Queen's Road Central, (R. HOUGHTON & Co.)
(Nearly opposite the HONGKONG HOTEL).
Business hours:—9 A.M. to 5 P.M.

A GREAT proportion of cataracts and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eye—the many years of "Eye Strain" ending in serious forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight. Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.
Mr. LAZARUS supplies his SPECTACLES only after testing the sight.
ADVICE FREE. [1453b]

A. S. WATSON & Co., LIMITED.

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS OF

AERATED WATERS IN THE FAR EAST.

THE MOST PERFECT SYSTEM OF FILTRATION

of the Water is employed,

guaranteeing

ABSOLUTE PURITY,

which is confirmed by repeated

reports of the

HIGHEST EXPERT AUTHORITIES.

WATERS Manufactured by us

are acknowledged by the principal

English makers to be EQUAL TO

THOSE OF THEIR OWN PRO-

DUCTION.

Manufactured under EXPERT

ENGLISH SUPERVISION.

Special Terms to large consumers.

A. S. WATSON & Co., LIMITED,

HONGKONG DISPENSARY.

DEATHS.

At Hankow, on the 28th of March, COLIN ALFRED, son of Alfred and Helene Brown, aged eighteen months.

On the 28th ult., at Adelaide, South Australia, RICHARD WHATELY BERNARD, of Bray Co., Wicklow, aged 47.

The Hongkong Telegraph

HONGKONG, TUESDAY, APRIL 9, 1901.

NOTES AND COMMENTS.

The Capture of Aguinaldo.

As will be seen from an extract from the Manila Times, published elsewhere, there is no longer any doubt that General AGUINALDO, the talented leader of the Filipinos at last fallen into American hands. As the Manila papers remark, the story of his capture as told by General FUNSTON reads like a romance, but it is not particularly pleasant reading. It seems to us that to do the uniform of an enemy is in order to enter his camp, to come in friendly guise and then suddenly open fire upon men totally unprepared, is little better than advancing under a white flag and then turning suddenly upon one's unsuspecting adversary. We may perhaps be hypercritical, but all the same General FUNSTON's exploit does not appeal to our sporting instincts. Certainly the undertaking was a most perilous one, for had the ruse been discovered General AGUINALDO would have been perfectly justified in tying up the whole party and shooting them off hand as spies, but this does not take away from the fact that the whole affair savours more of the seventeenth than the twentieth century, and is hardly such an undertaking as one would expect a distinguished General of a civilized country to plan and carry out.

The Manila Times appears to think that

tion of the Philippine problem, but of this we have grave doubts. His capture will certainly be a severe blow to the Independence Party, but, at the same time, it must not be forgotten that there are still a number of Filipino leaders left who are bound to uphold and work for the cause of independence by oaths as binding as that of AGUINALDO, and although these may lack the wonderful hold upon their countrymen possessed by their captured leader, still they will doubtless carry on the war and continue to harass the United States troops to the best of their ability.

As for AGUINALDO joining forces with the United States officials to bring about the pacification of the Islands and the submission of his countrymen now in arms, we do not for a moment think that such a solution of the difficulty will be brought about. AGUINALDO has his ideals and to these he may be expected to cling with the utmost tenacity. His one dream is independence for the Philippines, and although his capture may prevent his taking an active part in the encouragement of his countrymen to carry on the struggle, we do not think that he will be induced to completely alter his views at the bidding of the United States and work in their interests. We might just as well attempt to induce Mr. KROGER to stomp the country haranguing everybody in favour of the annexation of the Transvaal!

TELEGRAMS.

REUTER'S TELEGRAMS.

THE PLAGUE AT CAPETOWN.

LONDON, April 6th.

The plague is increasing at Capetown.

BRITISH SOUTH AFRICA.

General French's column is suffering great hardships. Supplies have been unobtainable for days owing to the rains.

Colonel Plumer has occupied Potgietersrus unopposed. A portion of the late Boer invaders have recrossed the Orange River.

BRITISH SOUTH AFRICA.

April 7th.

The Boer invaders have occupied Philips-town.

FIGHTING IN MANCHURIA.

It is announced in St. Petersburg that hard fighting has taken place between the Russians and Chinese in Manchuria, between Kobansky and Siminting, in which several Russians were killed. The Chinese lost heavily and fled northwards.

RUSSIA AND MANCHURIA.

Russia in an identical note to the Powers on the 3rd instant, says that, as any special agreement on the subject of Manchuria might involve the neighbouring Empire in difficulties, instead of serving as a proof of Russia's friendliness towards China, Russia does not insist on such agreement, but renounces all possible negotiations about Manchuria, and in the meantime quietly awaits the course of events whilst adhering to her oft repeated programme.

ILLNESS OF THE CHINESE MINISTER AT ST. PETERSBURG.

April 6th.

Delayed.

Yangyu, the Chinese Minister at St. Petersburg was seized with apoplexy after an interview with Count Lamsdorff, and is lying unconscious. No agreement can be signed until he recovers, or is replaced.

(From the N. C. D. News.)

The Manchurian Convention.

PEKING, 29th March.

The Manchurian treaty, though some of the articles have again been modified or omitted, is at last signed.

Article 12 now stipulates for a concession to the Eastern Railway Company to build a railway to the Great Wall in compensation for the contravention of the Russian agreement, in China building a railway into Manchuria with money borrowed from a private company.

News from the North.

PEKING, 28th March.

It is reported from Pootungfu that General Ma's troops are now regularly sending supplies.

Major Count Montgalt has furnished the military authorities with information which proves that the famine reports from Shansi are exaggerated.

Numerous bands of robbers are making the districts under French control (south of Pootungfu) unsafe, and some of them have advanced within two kilometres of there.

At Pootungfu to-day two Chinese were sentenced to death for opposing the German police.

PEKING, 29th March.

There is a rumour here that the Russo-Chinese Agreement as to Manchuria was signed yesterday by representatives of the Russian and Chinese governments in an allegedly milder form. The new treaty virtually submits all northern China, politically, militarily, and economically, to Russian influence and exploitation exclusively.

The Peking diplomatists say they are unaware of the signature, but admit knowing of secret transactions, which were probably near conclusion.

WEATHER REPORT.

The Observatory report says:—

On the 6th at 11.40 a.m. the barometer has fallen considerably in the North, probably owing to the existence of a depression over Central China. Gradients slight generally. Forecast:—E. and S.E. winds, moderate to

LOCAL AND GENERAL.

It is reported that the King of Siam will go to Java in the latter part of April.

We notice that the gunboat *Firbrand*, otherwise known as the "Terror of the China Sea," has been put in commission.

The rainy and house-collapsing seasons have started pretty well together this year. A house being built at Wanchai partly tumbled down on Sunday evening.

Among the impressions in our yesterday's issue, says the *M. C. D. News*, of 2nd instant, it should have been stated that there was one that Mr. R. B. Moorhead, Commissioner, is going to Kowloon.

A DANGEROUS European lunatic escaped from the General Hospital at Shanghai on the 1st instant, and the police detective department were notified of the fact, but up to the date of latest advices he had not been captured.

A CHITTY at Singapore who offered a bribe a few days ago to a Malay Constable to enter a plague-quarantined house in Market-st., the bribe of ten cents being accepted, was fined \$100. The constable was fined \$25 or one month's imprisonment.

The *Shanghai Mercury* learns that a telegram has been received announcing the death of Mr. Henry Gribble, agent there for the Standard Oil Company. The deceased gentleman had many friends in China and Japan, by whom his loss will be deeply deplored.

We are glad to note that Chater Road, Kowloon, is being put in order, or at least the part near the godowns. This is a road with a good deal of traffic, and has long been one of the worst in Kowloon, merely made earth, and we hope now to see it properly metalled.

JUST outside the offices of the Mitsui Bussan Kaisha last night a fight took place between a Chinese boy and a servant and an Indian watchman. One of the Chinese was seen to fall to the ground and on examination he was found to have died of heart disease. No marks were found on the body.

We shall be obliged if any subscriber on receiving his paper late or irregularly will write on the Wrapper of the paper the Time of delivery, etc., and forward the Wrapper to the Manager, *Hongkong Telegraph Co., Ltd.*, 50 Queen's Road Central. The wrapper will enable us to check the delivery coolies.

THE returns of the number of visitors to the City Hall Library and Museum for the week ended 7th April are:—

| | Library. | Museum. |
|------------------|----------|---------|
| Non-Chinese..... | 392 | 149 |
| Chinese..... | 94 | 1,823 |
| Totals..... | 486 | 1,972 |

THE Viceroy Tao Mo, of Canton, as we reported in yesterday's issue, told the people of Hangchow that their patriotism and righteousness was commendable and truly surprising. This was the Viceroy's answer to a telegram sent by the Hangchow people protesting against the Manchurian Convention. It is small wonder that the Viceroy should be truly surprised at the slightest exhibition of patriotism, even in words.

We would draw the attention of our readers to the announcement of a concert appearing in our advertisement columns, which is to be held at the Sailors' and Soldiers' Home, Arsenal Street, this evening at 9 p.m. in aid of the funds of the Home. The chair is to be taken by the Hon. J. J. Keswick and some well-known ladies and gentlemen are to give their services. The prices are \$2, \$1, and 30 cents. An enjoyable evening may be expected.

THE Hon. Treasurer of the Alice Memorial and Nethercole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

| | |
|------------------------|------|
| The Mutual Stores..... | \$20 |
| Miss D. Mackenzie..... | 5 |
| H. Ruttenberg..... | 5 |
| W. H. Wickham..... | 5 |
| Woonwalla & Co..... | 5 |
| J. Ullmann & Co..... | 5 |
| A Patient..... | 2 |

For the information of the Water Authority we may as well state that Webster's Dictionary describes rain as "Water falling in drops from the atmosphere; the descent of water in drops from the atmosphere." We fear that the gentlemen in question cannot be acquainted with rain, for on Sunday night the water was still turned off at Kowloon. Possibly he has not yet had sufficient time to untie the red tape with which the water cocks are so tightly bound up.

A LONDON correspondent of a Ceylon paper writes:—I was told an amusing story by a school Inspector the other evening. The children at a Board School were asked to write an account of the marriage customs in different countries. One little girl wrote: "There are many different customs in different countries. In Asia and Africa men marry as many women as they please. In Europe a man may only marry one wife, which means 'Monotony.'"

It was recently stated that a perfect cure for consumption had been discovered by a Viennese doctor, named Hoff. He is now declared to have been successful in conveying his theory into practice. A young man in New York, who was considered to be suffering from an incurable form of consumption, and was sent a few weeks ago from New York to Vienna, at the instance of the *New York Journal*, especially to undergo a course of Dr. Hoff's treatment, has been discharged by Dr. Hoff perfectly cured, his weight having increased 14 lbs. Dr. Hoff's prescription is said to contain arsenic, quinine, and cod liver oil.

ONE of the Queen's last acts affecting the Indian Army was to give her consent to the proposal that the 4th, 24th and 27th Bombay Infantry should bear on their colours the words "British East Africa," in consideration of their services during the years 1896-99, when they were mainly instrumental in restoring order in Uganda after the mutiny of the Southerners.

THE Annual Lawn Tennis Match between the Hongkong Cricket Club and the Ladies Recreation Club will take place on the Cricket Club Ground starting at 3 p.m.

The following will represent the two Clubs:—

| | |
|------------------|-----------------------|
| H. K. C. CLUB. | L. R. C. |
| T. Seaton-Smith. | H. Pinckney. |
| F. Maitland. | Capt. Langhorne, R.A. |
| H. Humphreys. | E. J. Grist. |
| A. Humphreys. | H. Slade. |
| E. F. Mackay. | Major Dorehill, R.A. |
| F. A. Cox. | Major Griffin, R.A. |

The Hongkong Cricket Club will be "At Home" during the afternoon and Ladies are invited to attend.
By kind permission of Col. the Hon. Bertie and Officers, the Band of R. W. Fusiliers will play during the afternoon.

IN Turkey and certain parts of Asia, where Mahometans abound, a Mussulman's grave never is opened again in any case, says an article in *Mechan's Monthly*. To avoid the least attempt, the graves are heaped together, and immediately after the funeral a cypress is planted on the grave, so that their cemeteries resemble a sort of forest. In the island of Timor funerals often are retarded through the necessity of collecting funds for the funeral fete. As soon as the grave is filled up a young palm is planted. The custom of floral and plant offerings in homage to the dead has been general from time immemorial. The ancient Greeks not only strewed flowers over the grave, but also planted asphodel and mallow, because the seeds of these plants were supposed to serve as food for the dead. Romans, like the Greeks, attributed a special value to the rose as a funeral flower, and left instructions that after death their graves be planted with the favourite flower.

We have some interesting news from a well-informed correspondent at Nanking, whose letter is dated the 30th ult. He writes that the notorious Chang Pei-lun, who was degraded for rank cowardice at Foochow in 1885, and afterwards ordered to leave Li Hung-chang's yamen at Tientsin, where he was exerting a baneful influence which the Throne could not tolerate, and who has now succeeded in buying the rank of "Second-class Hanlin Compiler," was to leave for Peking immediately to assist his father-in-law Li and Prince Ching in the peace negotiations. It is to be hoped that the Diplomatic Body will refuse to allow him to have any finger in them.

The best authorities at Nanking are still of opinion that the Court does not intend to return at any early date to Peking.

The same authorities believe that the Manchurian Convention is ratified, and that Li Hung-chang, but this is no secret, has been the master-spirit in the matter.

Missionaries who have returned to Hunan report the receipt of unexampled kindness and attention from the officials in that hitherto hostile province. Similar reports come from many parts of the Empire; in and about Nanking the foreigners of longest standing have never known the people more friendly than they are now.

The Chinese at Nanking are somewhat puzzled by the unusual clearness of the water in the river, and cannot make up their minds whether it is a good or a bad omen; they do not realise that it is caused by the lack of rain in the west of China and in the river valley.—*N. C. D. News.*

A SPANISH ARMADA TREASURE ON THE SCOTTISH COAST.

There is much excitement in the west of Scotland, London paper says, for the Duke of Argyll, during the coming summer, is to inaugurate a search for the sunken treasure in Loch Duart, on the Sound of Mull, about halfway between Tobermory and Oban.

The story which has now been revived came from America a few weeks ago, where the newspaper printed it with a flourish of headlines as "The Duke's Billion Treasure."

The facts are these, as related by the Duke of Argyll (then Lord Lorne) in the *Nineteenth Century* as far back as September 1888. A Spaniard was blown up at Tobermory by an enthusiastic revengeful adherent of the Chief of McLaine of Duart Castle. The whole story is surrounded by the accumulation of years of legend and obscurity, and only the fact remains that a foreign vessel was actually sunk in the bay. Whether she was the *Admiral of Florence* or some other vessel is merely to be conjectured. In 1641 the Marquis of Argyll obtained a grant to secure treasure from ships wrecked near Tobermory. He got nothing. Again in 1666 his son tried it, apparently without success. Twelve years later and up to 1680 diving was continued at intervals, when the Duke of York claimed the wreck as Lord High Admiral, but the latter's contention was disallowed.

In 1677 there was said to have been thirty millions of money on board. From records it is learned that the wreck was in a sadly demolished state, and that it was difficult to find anything but the rust-encrusted guns.

In 1736 the "Arm of the bell" was again used, and a very fine bronze gun was recovered, with coin of gold and silver. With the large gun were others bearing the English founder's mark of R. and G. Phillips, 1584, with a crown, and "E. R." Admiral Benger, of Spain, was inclined to think the ship was not a Spaniard, but a Frenchman and pointed to a Spanish gun as proof of his assertion, when the Duke of Argyll believes she was the *Florentina*, of Spain, one of the largest vessels in the Armada. She was commanded by Don Antonio Pelegrin, and the French gun was probably captured by the Spaniards at Pavia.

In later days the Marquis of Lorne himself made a search, and his finds may be given in his own words:—

"Alas! few pebbles, a piece of worm eaten timber, and a brass stanchion was all that was brought up by our diver. Meanwhile, I refrain from publishing the map giving the position of what I believe to have been the *Florentina*."

THE CAPTURE OF AGUINALDO.

GENERAL FUNSTON'S ACCOUNT.

[From the Manila Times of 29th ult.]
The intense excitement occasioned by the rumours of the bringing into Manila of Emilio Aguinaldo, has caused various startling and wild stories to be circulated with reference to the details of the capture. In order to give the true story of the perilous undertaking, General Funston granted to the Manager of *The Manila Times*, the following interview, in which he describes with realistic details the perilous undertaking, which is now given to readers of *The Manila Times*. Following is the General's story:—

On January 14th, a special messenger of Aguinaldo who was a member of his staff, left Aguinaldo's headquarters at Palanan, Province of Isabela, bearing seven or eight letters to different generals of his command, and to insurgent chiefs asking for reinforcements to be sent to him. On February 8th he gave himself up to Lieut. Taylor, of the 24th Inf., who immediately sent him, to me at San Isidro. He also had valuable correspondence, on his person, which gave us information as to the whereabouts and the strength of Aguinaldo's band at that time. This staff officer had lived at Aguinaldo's camp for the past seven months, and was perfectly familiar with the surroundings. We went over these letters very carefully and found among them one in which Aguinaldo requested that we should take command of the provinces of Cebu, Luzon, and requesting him to send to Aguinaldo's camp four hundred armed men to assist in the defence of the provinces. I laid my plans before General Wheaton, who approved them, and forwarded them to General MacArthur for his consent to carry out the scheme. This was granted and I set about to carry out and arrange for the details of what promised to be one of the most important moves of the rebellion. The expedition was made up of four Tagalos who were formerly commissioned officers in Aguinaldo's army, whose names it is not advisable to use on account of their personal safety in Manila. We selected seventy-eight men of the Macabebes scouts, all of whom could talk Tagalo fluently. This was an important detail, as will afterwards appear. Every man was a picked man, and was thoroughly trusted by his officers, and the way in which they carried out the difficult task assigned to them has proven the wisdom of their choice. I also selected Capt. Hazard and Lieut. Hazard, who were in command of the Macabebes scouts, my own aide, Lieut. Mitchell, and Capt. Harry N. Newton, of the 34th Infantry, who was chosen on account of his familiarity with the country which would be traversed, he having previously commanded an expedition into that territory. I obtained a number of captured insurgent uniforms, and ten Macabebes were equipped with Remington and Mauser rifles, and the King-Griffiths, which were supposed to have been captured from American troops.

On March 6th, at four o'clock in the afternoon, we embarked on the gunboat *Vicksburg*, and after a number of delays occasioned by bad weather, we steamed around the northern and eastern coast of Luzon, and landed on March 14th, at a o'clock in the morning, from the ship's boats, a short distance above Baler, on the east coast of Luzon and about twenty miles south of the town of Casiguran. The gunboat, in approaching land had every light darkened, and not the slightest suspicion was aroused on shore by her approach, and after landing our expedition she steamed off into the Pacific, with her lights still darkened. We five officers were dressed as private soldiers, and each of us carried a towel, a tooth brush, and a half blanket. Twenty of the Macabebes scouts were dressed in insurgent uniforms, the balance being dressed as common "hombres," so as not to arouse suspicion by a too well equipped and dressed insurgent force. The expedition was nominally placed in command of Hilario Placido, ex-insurgent colonel, and the other three ex-insurgent officers were also supposed to be in authority over the expedition.

We started to march at daylight, on the 14th and after twenty miles of tedious marching, reached the town of Casiguran. We had sent word to the president of the town through native messengers, that reinforcements for Aguinaldo were on the way through his town, so that when we arrived there food and quarters had been prepared for us. This notification had been signed by the supposed commander of the expedition. The president was completely deceived. My troops had captured some months ago some official papers of General Lacuna, bearing his official stamp and seal. In order to make the deception all the more complete

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

| STEAMERS. | DESTINATIONS. | SAILING DATES. |
|---------------------|---|----------------------------------|
| INADA MARU..... | Kobe and Yokohama..... | FRIDAY, 12th April, at Daylight. |
| W. Bainbridge..... | MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID..... | FRIDAY, 19th April, at Daylight. |
| SANUKI MARU..... | NAGASAKI, KOBE and YOKOHAMA..... | FRIDAY, 19th April, at Noon. |
| KASUGA MARU..... | U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA..... | FRIDAY, 19th April, at 4 P.M. |
| IZUMI MARU..... | U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA..... | FRIDAY, 19th April, at 4 P.M. |
| W. J. Currow..... | MOJI, KOBE and YOKOHAMA..... | TUESDAY, 23rd April, at Noon. |
| HIROSHIMA MARU..... | Kobe and YOKOHAMA..... | FRIDAY, 26th April, at Daylight. |
| S. Yoshizawa..... | SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE..... | FRIDAY, 26th April, at 4 P.M. |
| SHINANO MARU..... | Kobe and YOKOHAMA..... | FRIDAY, 26th April, at 4 P.M. |
| G. E. P. Cook..... | YOKOHAMA..... | FRIDAY, 26th April, at 4 P.M. |
| YAWATA MARU..... | YOKOHAMA..... | FRIDAY, 26th April, at 4 P.M. |
| A. E. Moses..... | YOKOHAMA..... | FRIDAY, 26th April, at 4 P.M. |

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 3rd April, 1901.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

| STEAMERS. | DESTINATIONS. | SAILING DATES. |
|----------------|---|-------------------------|
| BAMBERG..... | HAVRE and HAMBURG, (LONDON with transhipment in HAMBURG)..... | 11th April, Freight. |
| ASTORIA..... | NEW YORK, (via SUEZ CANAL)..... | About 4th May, Freight. |
| Osternann..... | NEW YORK, (via SUEZ CANAL)..... | May, Freight. |

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, &c., apply to CARLOWITZ & Co., Agents.

HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD, OSTASIATISCHER FRACHTDAMPFER DIENST.

TOYO KISEN KAISHA.
TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

| | |
|--|-------------------------------|
| AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)..... | Tuesday, 23rd April, at Noon. |
| HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)..... | Thursday, 16th May, at Noon. |
| NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)..... | Tuesday, 11th June, at Noon. |

THE Twin Screw Steamship

"AMERICA MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 23rd April, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

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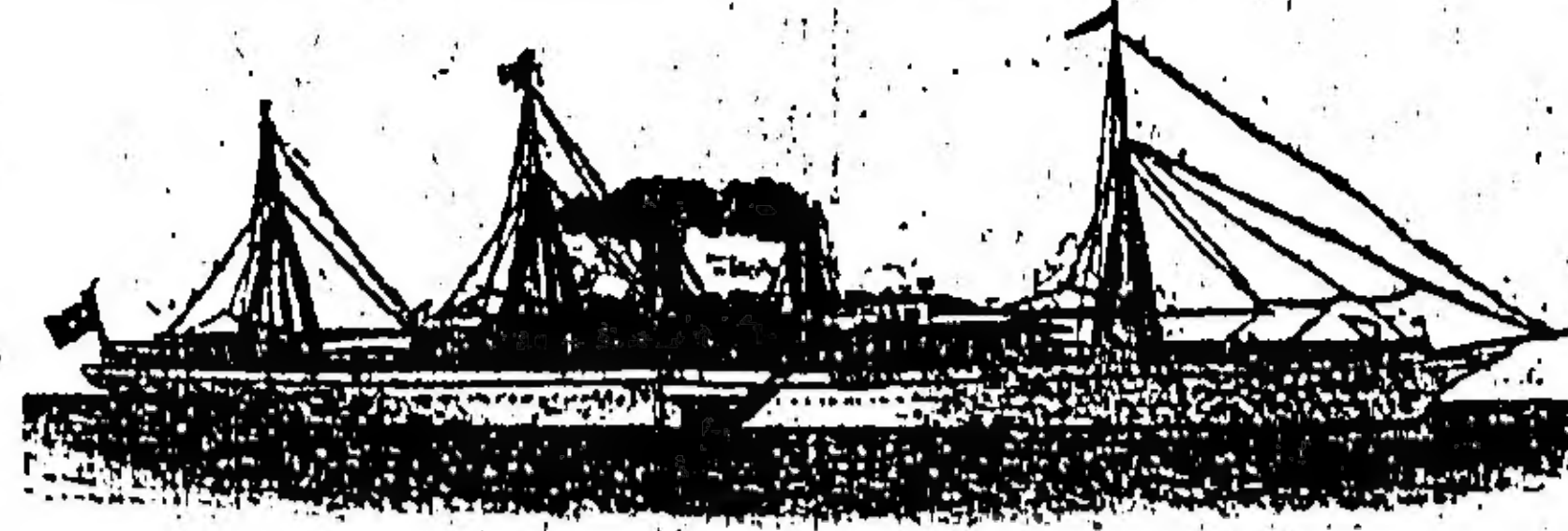
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For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

Mails.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 24th April.
EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R....WEDNESDAY, 15th May.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 5th June.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC, WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 3rd April, 1901.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)..... Saturday, 13th April, at Noon. |

Gaule (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)..... Tuesday, 7th May, at Noon. |

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)..... Saturday, 1st June, at Noon. |

THE Company's Steamship

"COPTIC," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 13th April, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 3rd April, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Straitghyle..... about April 18

Bergenhuis..... about April 30

THE Steamship

"STRAIGHTGHYLE," will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA and HONOLULU, on or about THURSDAY, the 18th instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

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Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

| FOR | STEAMERS. | TO SAIL. |
|---|------------------|---------------|
| THURSDAY ISLAND, CAIRNS, COOK-TOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE..... | "TAIWAN"..... | 10th instant. |
| MANILA via AMOY..... | "SUNGKIANG"..... | 10th instant. |
| SHANGHAI..... | "CHIHLI"..... | 10th instant. |
| Do..... | "WHAMPOA"..... | 10th instant. |
| Do..... | "WOOSUNG"..... | 11th instant. |
| Do..... | "FOOTING"..... | 13th instant. |

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 9th April, 1901.

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

| FROM | STEAMERS. | DUE. |
|----------------------------|-----------------|-------------|
| GLASGOW..... | "ULYSSES"..... | 12th April. |
| GLASGOW and LIVERPOOL..... | "CALCHAS"..... | 20th April. |
| "....." | "DARDANUS"..... | 2nd May. |

HOMEWARDS.

| FOR | STEAMERS. | TO SAIL. |
|-------------------------------------|------------------|-------------|
| LONDON..... | "IDOMENEUS"..... | 16th April. |
| "....." | "AGAMEMNON"..... | 23rd April. |
| "....." | "AJAX"..... | 30th April. |
| "....." | "ANTENOR"..... | 7th May. |
| LIVERPOOL (DIRECT)..... | "TANTALUS"..... | 14th May. |
| (Taking Cargo at LONDON RATES)..... | "PYRRHUS"..... | 21st May. |

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

Hongkong, 9th April, 1901.

THE OSAKA SHOEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU," Captain S. Atsumi, will be despatched for the above Port, TO-MORROW, the 10th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 9th April, 1901. [321c]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Steamship

Captain..... will be despatched for the above Ports, TO-MORROW, the 10th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARPAIK & Co., General Managers.

Hongkong, 9th April, 1901. [397c]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

Captain E. Fay, will be despatched for the above Ports, TO-MORROW, the 10th instant, at Noon.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.

Hongkong, 9th April, 1901. [392c]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN," Captain P. T. Helms, will be despatched as above on THURSDAY, the 11th April.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 25th March, 1901. [364c]

THE OSAKA SHOEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"DAIJIN MARU," Captain T. Ogata, will be despatched for the above Ports, on SUNDAY, the 14th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 8th April, 1901. [226c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ PORT SAID, FUME and TRIESTE.

(Taking Cargo at through Rates to the BRAZILS, SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"TRIESTE," Captain Mitis, will be despatched as above on TUESDAY, the 16th instant, P.M.

Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.

For Information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents.

Hongkong, 6th April, 1901. [400c]

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

With Liberty to call at MANILA.

THE Steamship

"RICHMOND CASTLE," will be despatched for the above Port on or about the 20th instant, and will be followed by the S.S. "PATHAN," "FERNDENE" and "LOWTHER CASTLE."

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"PERLA," Captain R. W. Almond, will be despatched as above on FRIDAY, the 12th instant, at 5 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 6th April, 1901. [399c]

To be Let.

TO LET.

No. 1, KNUTSFORD TERRACE—KOWLOON.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 29th March, 1901. [379c]

TO LET.

"WOODLANDS WEST" No. 9, SEYMOUR ROAD.

CLAVERING, British steamer, 2,355, J. Barker
30th Mar. From Port Natal. Ballast.

CORPIC, British steamer, 2,744, J. H. Rinder
R.N. 10th April—San Francisco and

7th March, Honolulu 14th, Yokohama 24th
 Kobe 28th, Nagasaki 30th, and Shanghai
 2nd April, Mails and General.—O & O
 S. S. Co.
ESMERALDA, British str., 966, G. H. Blackland,
 7th April.—Manila 1st April, General.—
 Shawan, Tomes & Co.
ETRURIA, British steamer, 1,040, M. Crockett
 3rd April.—Chinking 30th Mar., General
 —Jardine, Matheson & Co.
EVA, German steamer, 2,083, Chr. Petersen
 7th April.—Kobe 31st March, Flour.—
 Arnold, Karberg & Co.
FORMOSA, British steamer, 674, A. E. Hodgkin
 4th April.—Tamsui 1st April, Amoy 2nd
 and Swatow 3rd, General.—Douglas, Lap-
 rak & Co.
GERMANIA, German steamer, 1,713, A. Ben-
 dixen, 2nd April.—Sourabaya 21st March,
 Sugar.—Jensen & Co.
HANGCHOW, British steamer, 999, J. Pearce,
 21st Mar.—Shanghai 18th Mar., General
 —Butterfield & Swire.
HANGI, French steamer, 768, Pannier, 20th
 Mar.—Hoibow 18th Mar., General.—A.
 R. Marty.
HATING, French steamer, 607, W. Bast, 23rd
 Mar.—Haiphong and Hoibow 2nd Mar.,
 General.—A. R. Marty.
HINSANG, British steamer, 1,536, P. H. B.
 Lake, 6th April.—Samara 29th March,
 Sugar.—Jardine, Matheson & Co.
KUTSANG, British steamer, 1,461, Bradley, 7th
 April.—Hongay 5th April, Coals.—Jardine,
 Matheson & Co.
KWANG LEE, British steamer, 1,467, R. L.
 Lincoln, 8th April.—Canton 7th April,
 General.—C. M. S. N. Co.
PELAYO, British steamer, 1,700, Bryan, 6th
 April.—Langkut 23rd Mar., and Singapore
 26th, Kerosine.—Arnold, Karberg & Co.
PENARTH, British transport, 1,999, W. H. West,
 2nd April.—Woosung 3rd Mar., Ballast.
 —Order.
PERLA, British steamer, 1,774, R. W. Almond,
 24th Mar.—Manila 21st Mar., Ballast.—
 Shewan, Tomes & Co.
PETRARCH, German steamer, 1,252, Ueber,
 25th Mar.—Manila 20th Mar., Ballast.—
 Sander, Wieler & Co.
PETRIANA, British steamer, 1,140, Snope, 25th
 Mar.—Belik (Papan) 19th Mar., Kerosine.
 —Arnold, Karberg & Co.
PHRA NANG, German steamer, 1,200, A. S.
 Calder, 5th April.—Bangkok 31st March,
 Rice.—Melchers & Co.
PING SUY, British steamer, 4,149, Pernelle,
 7th April.—Seattle Wash 1st March and
 Manila 4th April, Ballast.—Jardine, Mathe-
 son & Co.
POMPEY, American steamer, 785, J. H. Scrive-
 ner, 21st Mar.—Manila 18th Mar., Coal.
 —U. S. Navy.
REYWORDS, British steamer, 2,083, Mollan, 1st
 April.—Mororan 23rd Mar., Coals.—Dod-
 well & Co., Ld.
SATURN, American collier, 1,817, J. H. Potter,
 29th Mar.—Reef Pratas 28th March.
SHANTUNG, British steamer, 1,835, T. Quail,
 2nd April.—Hongay 30th March, Coals.—
 Butterfield & Swire.
STRATHGYLE, British steamer, 3,284, G. R.
 Gordon, 5th April.—Mojl 1st April, Gene-
 ral.—Butterfield & Swire.
SUNGKIAN, British steamer, 1,021, S. W.
 Moore, 5th April.—Manila 3rd April, Gen-
 eral.—Butterfield & Swire.
TAICHOW, German steamer, 862, W. Reher,
 5th April.—Bangkok 30th Mar., General.
 —Butterfield & Swire.
TAMBERG, Norwegian steamer, 710, Hans Dahl,
 April 7th.—Singapore 24th March and Sal-
 gon 1st April, Rice.—Sander, Wieler & Co.
TARTAR, British steamer, 2,768, G. D. Bowles,
 4th April.—Tacoma 5th Mar., Flour.—
 C. E. B. Co.
TUEN SU, British steamer, 1,128, P. H. Rolfe,
 R. N. S. 5th April.—Manila 3rd April,
 General.—Jardine, Matheson & Co.

Sailing Vessels.

ADOLPH OBRIG, American ship, 1,262, Am-
 bury, 19th Dec.—New York 2nd June, and
 Chefoo 1st Dec., Oil.—Standard Oil Co.
DUJDEE, British ship, 1,998, Hermann, 14th
 Oct.—New York 29th June, Kerosine Oil.
 —Standard Oil Co.
ULWOOD, British ship, 1,686, Thomas, 1st
 Dec.—Cardiff via Cape Town 26th Sept.,
 Coal.—Government.
LOTTIE C. SMITH, American ship, 45, Riley,
 24th Feb.—Yap 14th Feb., Ballast.—
 Master.
LOUISE J. KENNY, American schooner, 155, A.
 H. Olsen, 30th Mar.—Ponape and Caro-
 line Island 11th Mar., Copra.—Master.
UJON, American 4-masted schooner, 512,
 Aderson, 31st Mar.—Port Townsend 28th
 Dec., General.—Holliday, Wise & Co.
ADAGASA, British 4-masted barque, 1,997,
 A. H. Smith & Co., Mar.—from New York,
 Oil.—Standard Oil Co.
MERCURY, German schooner, 52, Warnes, 23rd
 Feb.—Yap 9th Feb., Ballast.—Siemens
 & Co.
AUL RIVER, American ship, 1,641, A. Wilson,
 20th Feb.—New York 26th June, Oil.—
 Standard Oil Co.
RESIDENT, British bark, 766, R. B. Munro,
 3rd April.—Rajang 8th Feb., Timber.—
 Ping Co. Co.
SEA WARD, American ship, 1,772, Howie, 21st
 Feb.—April 18th Feb., Ballast.—Master.
HEIMER, British 4-masted bark, 2,733, D. S.
 Millan, 3rd Jan.—New York 3rd Sept.,
 Case Oil.—Order.

**THE BRITANNIC MAJESTY'S SHIPS
 ON THE CHINA STATION.**

Hongkong, April 9th, 1901.

facility, despatch vessel, 1,700 tons, 10 guns,
 3,000 i.h.p., Comdr. G. G. F. M. Cndock,
 en route Shanghai.
Igerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p.,
 Comdr. E. D. Hunt, Singapore.
rhutusa, 2nd-class cruiser, 3,400 tons, 10 guns,
 5,000 i.h.p., Capt. J. Startin, Hongkong.
rengani, 1st-class cruiser, 11,000 tons, 16,500
 i.h.p., 16 guns, Capt. G. H. Cherry, R.N.,
 Shanghai.
strava, British 2nd-class cruiser, 4,300 tons,
 7,000 i.h.p., 10 guns, Capt. A. W. Paget,
 C.M.G., Shanghai.
urora, 1st-class cruiser, 5,600 tons, 8,500 i.h.p.,
 12 guns, Capt. E. H. Rayle, C.B., Hong-
 kong.
warleur, 1st-class battleship, 13,200 tons, 14
 guns, 13,163 i.h.p., Captain G. J. S. War-
 render, Wusung.
zenith, 1st-class cruiser, 9,000 tons, 12 guns,
 21,411 i.h.p., Capt. Henderson, C.M.O.,
 Hongkong.
unavavua, 1st-class cruiser, 3,000 tons, 18
 guns, 9,000 i.h.p., Capt. C. J. G. Sawle,
 Taku.
ramble, 1st-class gunboat, 710 tons, 1,300
 i.h.p., 6 guns, Lieut. and Comdr. F. M.
 Leake, Amoy.
1st, 3rd-class cruiser, 1,770 tons, 6 guns,
 1,600 i.h.p., Commander Sir Boucher
 Woey, Bat., Shanghai.
Hemari, 1st-class gunboat, 710 tons, 1,300
 i.h.p., 6 guns, Lieut. Comdr. E. A. Baird,
 Fochow.
slavonia, 1st-class cruiser, 44,500 tons, 14
 guns, 30,000 i.h.p., Capt. J. R. Jellicoe,
 en route Shanghai.

at Nagasaki.

Swaborg, 1st class, Russian torpedo boat, 6 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots.

Vladimir Atomach, Russian cruiser, 6,000 tons, 10 guns, Prince Ouchtomsky, at Port Arthur.

Vostok, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki.

Vsadin, Russian torpedo boat, 400 tons, 1 gun, twin screw, 1,500 h.p., Capt. Rogulic, at Taku.

Zablaka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Nagasaki.

(1st and 2nd class.)

Forel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Janchich, Russian torpedo boat, 87 tons, 1 gun, 970 h.p., 19 knots.

Nargen, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.

Novourist, Russian torpedo boat, 87 tons, 2 guns, 2,000 h.p., 21 knots.

Podorsnik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sistk, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Soetichka, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

Sterlat, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Stron, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sunguri, Russian torpedo boat, 140 tons, 1 gun, 1,800 h.p., 21 knots.

RUSSIAN TORPEDO FLOTILLA.
(SEA GOING.)

Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 21 knots.

Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.

Ussed, 1st class, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

* Flagship of Vice-Admiral Alexieff.

* Flagship of Rear-Admiral F. V. Dubosoff.

† Flagship of Rear-Admiral Reouoff.

THE GERMAN SQUADRON.

Brandenburg, German battleship, 10,100 tons, 40 guns, Capt. Zur S. Rosendahl, at Hongkong.

Bussard, German cruiser, 1,600 tons, 8 guns, Comdr. von Basswitz, at Shanghai.

* *Fürst Bismarck*, German flagship, 11,000 tons, 36 guns, Capt. Graf Lotzke, at Taku.

Gefion, German cruiser, 4,100 tons, 10 guns, 9,000 h.p., Capt. Rollmann, at Amoy.

Geier, German cruiser, 1,600 tons, 8 guns, Comdr. Peters, at Taku.

*** *Hania*, German cruiser, 6,800 tons, 30 guns, Capt. Paschen, at Hongkong.

Helo, German despatch-vessel, 2,000 tons, 12 guns, Capt. Ranspold, at Woosung.

Hertha, German cruiser, 6,000 tons, 30 guns, Capt. von Usedom, at Hongkong.

Ulita, German gunboat, 1,000 tons, 10 guns, Lieut. Comdr. Stahmer, at Shanghai.

Irene, German cruiser, 4,200 tons, 8 guns, 2,930 h.p., Capt. Stein, at Nagasaki.

Jaguar, German gunboat, 900 tons, 10 guns, Comdr. Kinderling, at Hongkong.

Kaiserin Augusta, German cruiser, 6,311 tons, 20 guns, 14,000 h.p., Capt. Gülich, at Amoy.

* *Kurfürst Friedrich Wilhelm*, German battleship, 10,100 tons, 40 guns, Capt. von Holtendorff, at Woosung.

Luchs, German gunboat, 850 tons, 10 guns, Comdr. Danhardt, at Hongkong.

Schwabe, German cruiser, 1,200 tons, 8 guns, Comdr. Boerner, at Hankow.

Seeadler, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Amoy.

Tiger, German gunboat, 900 tons, 10 guns, Comdr. von Mittelstädt, at Shanghai.

Weissenburg, German battleship, 10,100 tons, 40 guns, Capt. Hofmeier, at Amoy.

Werth, German battleship, 10,100 tons, 40 guns, Capt. Borkenhagen, at Taku.

K. F. Wilhelm, German battleship, at Nagasaki.

Vo. 90, German torpedo-boat, 320 tons, Capt. Lieut. Püllen, at Shanghai.

Vo. 91, German torpedo-boat, 360 tons, Capt. Lieut. Püllen, at Hongkong.

Vo. 92, German torpedo-boat, 320 tons, Capt. Flunrich, at Shanghai.

* Flagship of His Excellency Vice-Admiral Endemann.

* Flagship of Rear-Admiral Geissler.

*** Flagship, Rear-Admiral Kirchhoff.

THE FRENCH SQUADRON.

Alouette, gunboat, 200 tons, Lieut. Comdr. Belloy, at Nagasaki.

Amiral Charner, 2nd-class cruiser, 4,750 tons, Capt. Béhine, Japan.

Arctique, 1st class despatch-boat, Lt. Comdr. De La Croix de Castries, at Nagasaki.

Chastel, 2nd-class cruiser, 4,000 tons, 6 guns, 118 guns, Capt. Espinay St. Louis, at Foochow.

Comète, gunboat, 600 tons, Capt. Lolle, at Canton.

Decidée, gunboat, 600 tons, Capt. Maresbette, at Taku.

D'Entrecasteur, 1st class cruiser, 8,100 tons, 25 guns, 13,500 h.p., Capt. de Marolles, at Taku.

Descartes, 2nd class protected cruiser, 4,000 tons, 36 guns 631 h.p., Captain Saune, at Amoy.

Eure, 2nd class dispatch-transport, Capt. Vallée, at Saigon.

Iranian, gunboat, 693 tons, Capt. Adam, at Shanghai.

Julchen, 1st-class cruiser, 9,000 tons, Capt. Perem, at Shanghai.

Iran, 1st class cruiser, 4,500 tons, 10 guns, 8,000 h.p., Capt. Aubin, at Taku.

Sersaint, 3rd class cruiser, 1,300 tons, 13 guns, 2,200 h.p., Capt. de la Motte du Portail, at Saigon.

Sigon, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Rosé, at Taku.

Ascal, 2nd class protected cruiser, 4,000 tons, 36 guns, 900 h.p., Capt. M. Motet, at Shanghai.

Surprise, gunboat, 700 tons, 10 guns, 860 h.p., Capt. Mornet, at Taku.

Sphère, gunboat, 400 tons, Captain G. del Villeneuve, at Canton.

* Flagship of Vice-Admiral Courrepolles.

THE AMERICAN SQUADRON.

Albatross, U.S. cruiser, 3,500 tons, Comdr. J. E. Craig, en route Manila.

Annihilation, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Comdr. C. H. Arnold, at Hongkong.

Brooklyn, Flagship, U.S. cruiser, 9,211 tons, Capt. C. M. Thomas, Shanghai.

Albatross, U.S. gunboat, 137 tons, 1 gun, 5 h.p., Lieut. Comdr. E. B. Smith, at Manila.

Albatross, U.S. gunboat, 200 tons, 8 guns, 2,199 h.p., Comdr. S. W. Verry, at Shanghai.

Albatross, U.S. supply-ship, 6,428 tons, 1,800 h.p., Comdr. C. F. Forre, at Manila.

Albatross, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. H. G. D. Colby, at Hongkong.

Albatross, U.S. supply-ship, 7,000 tons, 2,370 h.p.,

Albion, U.S. gunboat, 1,397 tons, 8 guns, 19 h.p., Comdr. E. K. Moore, at Manila.
Arlis, U.S. distilling ship, 4,600 tons, 1,300 h.p., Ensign D. W. Knox, at Canton.
Isola de Luzon, U.S. gunboat, 1,330, Comdr. V. B. Bleeker, at Hongkong.
Chesley, U.S. battleship, 11,500 tons, Capt. Chester, at Manila.
Manila, U.S. gunboat, 1,057 tons, 2 guns, 7 h.p., Lieut. Comdr. A. F. Naro, at Manila.
Marietta, U.S. gunboat, 1,000 tons, 1,500 h.p., 12 guns, Comdr. E. H. Gildersleeve, at Canton.
Monadnock, U.S. double-turret monitor, 4,900 tons, 6 guns, 3,000 h.p., Comdr. O. V. Farenholt, at Shanghai.
Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Taku.
Monterey, U.S. double-turret monitor, 4,900 tons, 4 guns, 5,244 h.p., Comdr. G. V. Pigman, at Canton.
Nanshan, U.S. collier, Ensign F. E. Ridgell, at Hongkong.
Nashville, U.S. cruiser, Comdr. R. P. Rogers, at Nagasaki.
Newark, U.S. cruiser, 4,600 tons, Comdr. M. Calla, at Hongkong.
New York, U.S. cruiser, 4,083 tons, Capt. J. McCullam, at Manila.
Oregon, 11,111 U.S. battleship, 10,280 tons, 16 guns, 17,125 h.p., Capt. F. W. Dickson, U.S.N., at Hongkong.
Petrel, U.S. gunboat, 892 tons, 4 guns, 1,000 h.p., Comdr. C. C. Conwell, at Manila.
Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Com. Harry Knox, at Shanghai.
Scindia, U.S. cruiser, 7,500 tons, Comdr. J. M. Miller, U.S.N., at Hongkong.
Solado, U.S. cruiser, 5,000 tons, Comdr. DeMott, at Shanghai.
Wheeling, U.S. gunboat, 1,000 tons, 6 guns, 1,081 h.p., Com. W. T. Burwell, at Manila.
Yorktown, U.S. gunboat, 1,710 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Hongkong.
Yosemite, U.S. converted cruiser, 6,170 tons, 10 guns, 3,800 h.p., Capt. G. E. Ide, at Manila.
Zafro, U.S. dispatch vessel, 674 tons, Capt. A. Cotten, en route Manila.

THE ITALIAN SQUADRON.
Calabria, Italian cruiser, Taku.
Elva, Italian cruiser, 2,720 tons, Capt. Cecconi, at Shanghai.
Fiermasio, Italian cruiser, Capt. Carlo Negri, at Shanghai.
Stromboli, Italian cruiser, 3,898 tons, Captain R. Marselli, Hongkong.
Vettor Pisani, Italian cruiser, 6,700 tons, Capt. V. Onofrio, Shanghai.

RIVER STEAMERS, BOATOWNERS, AND LORCHAS.
Fatshan, British steamer, 1,425, J. Dickson, Hongkong, Canton, and Macao Steamboat Co.
Idon-mo, British steamer, 1,377, H. D. Jones, Hongkong, Canton, & Macao Steamboat Co.
Pruray, British steamer, 1,873, A. N. Patrick, Hongkong, Canton, and Macao Steamboat Co.
Blackbank, British steamer, 2,252, C. V. Lloyd-Butterfield & Swire.
Hoi-long, Chinese steamer, 409 tons, Captain Chi Wo & Co.
Alon, British steamer, 728, J. Lawrence, Tientsin Steamship Co.
Kong, British steamer, Kwong Waa S.S. Co.
Long Nam, British steamer, T. Austin, R.N.E. Co., Chinese owned.

Hongkong and Macao.
Lungshan, British steamer, 1,055, W. E. Clarke, Hongkong, Canton and Macao Steamboat Co.
Macao and Canton.
Wunghshan, British steamer, 141, G. F. Morrison, R.N.R., Hongkong, Canton and Macao Steamboat Co.
Chinglung, Chinese steamer, 583, Holmes & China Merchant Steam Navigation Co.

Canton and West River.
Wunghang, British steamer, 141, R. D. Thomas, Hongkong, Canton and Macao Steamboat Co.
Wly of Whampoa, Chinese steamer, 45, Ah Yon.
Un Chow, Chinese steamer, Ah Yon.

Hongkong and West River.
Wai-kong, British steamer, 259, D. Bowie, Kwong Wung Yee, Hongkong.
Hing-wong, Y. Kun, 58, Kwong Nam S.S. Co.
Wai Lum, British steamer, Kai Hing & Co., American lorch.
Wanming, British steamer, J. J. Lossius, Hongkong, Canton and Macao Steamboat Co., J. M. & Co. and E. & S.

Lorchas and Schooners.
Wai-kong, lorch, 160, Reynolds, Hongkong & Canton, Hung Kum Sng.

Post Office.
A Mail will close:-
For Canton-Per *Fonam*, to-morrow, the 11th instant, at 7.30 A.M.
For Singapore, Penang and Calcutta-Per *Wai-kong*, to-morrow, the 10th instant, at 11 A.M.
For Amoy and Manila-Per *Wai-kong*, to-morrow, the 10th instant, at 11 A.M.
For Macao-Per *Hing-shan*, to-morrow, the 11th instant, at 1.15 P.M.
For Amoy-Per *Wai-kong*, to-morrow, the 11th instant, at 2 P.M.
For Shanghai-Per *Wai-kong*, to-morrow, the 10th instant, at 2 P.M.
For Shanghai-Per *Wai-kong*, to-morrow, the 10th instant, at 4 P.M.
For Kowloon and Shanghai-Per *Wai-kong*, to-morrow, the 10th instant, at 4 P.M.
For Canton-Per *Fatshan*, to-morrow, the 10th instant, at 5 P.M.
For Manila, Thursday Island, Cairns, Cope, Townsville, Brisbane, Sydney and Melbourne-Per *Wai-kong*, to-morrow, the 10th instant, at 5 P.M.
For Hongkong-Per *Hing-shan*, on Thursday, the 11th instant, at 9 A.M.
For Amoy, Thursday, Sydney and Melbourne-Per *Wai-kong*, on Thursday, the 11th instant, at 9 A.M.
For Mojli, Kobe, Yokohama, Victoria, (B.C.) Tacoma-Per *Wai-kong*, on Thursday, the 11th instant, at 11 A.M.
For Singapore, Penang and Bombay-Per *Wai-kong*, on Thursday, the 11th instant, at 11 A.M.
For Shanghai-Per *Wai-kong*, on Thursday, the 11th instant, at 2 P.M.

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